

OVERALL STATUS OF THE BROAD STREET PARKWAY PROJECT

- Federal Highway Administration's (FHWA)'s review of the Environmental Re-Evaluation Study is complete and an update Record of Decision has been issued.
- A Memorandum of Agreement between the City of Nashua, New Hampshire Department of Historic Resources (NHDHR), New Hampshire Department of Transportation (NHDOT), and Federal Highway Administration (FHWA) defining steps to be taken to mitigate impacts to historic resources has been completed and approved.

IMPORTANCE OF THE RECORD OF DECISION

With the release of the Record of Decision, federal funding earmarked for the project is now available.

EARLY PRIORITIES FOR CONSTRUCTION

- Boiler House Demolition

Credere Associates has submitted 90% design plans and bid documents for review by the City of Nashua, NHDES, NHDOT and FHWA. A review meeting is scheduled for December 9, 2010

Work is continuing in the effort to complete documentation of the building as required by NHDHR.

- Millyard Chimney

Price quotations were received from two contractors for a contract to remove the top 20 feet of the chimney. International Chimney was determined to be the lowest responsive bidder.

A proposal has been submitted and is under review to perform structural analysis of the chimney structure. This analysis will be based on information compiled during the condition survey performed by Boston Chimney last spring.

After demolition of the Boiler House, it is anticipated that a contract will be advertised for rehabilitation of the chimney. The work will include repointing joints, reconstruction of the top 20 feet and restoration of lightning protection.

- Pine Street and Palm Street Improvements

The scope of work for design of improvements to Pine Street and Palm Streets has been finalized and a proposal received.

Construction is anticipated to begin in late spring 2011.

STATUS OF THE PROJECT DESIGN

Following completion of ongoing coordination with NHDOT and FHWA, a Request for Qualifications will be prepared for selection of the Final Design consultant. To date, the alignment of the Parkway has been designed only to the extent where impacts to various environmental resources could be identified.

Significant work remains:

- Drainage systems and provisions for stormwater management must be designed and permitted.
- Bridge designs must be prepared including detailing of all components.
- Opportunities to use Design/Build contracting will be evaluated.
- Final design of the tie-in of the new Parkway to existing roadways and features is needed. Notably this includes tie-in to the existing access roadways in the Millyard.
- Geotechnical studies are needed for final design of pavement, bridge and wall structures.
- Design of the various elements is required to address environmental impacts as described in the Environmental Re-Evaluation Study.
- Final design of roadside slopes is needed to finalize the extent of property that must be acquired.
- Signalization and traffic management design is needed.
- Bid documents for various contracts must be prepared.

STATUS OF THE RIGHT OF WAY ACQUISITION

There are several aspects of the project related to right-of-way acquisition for which the extent of unknown information leads to uncertainty with respect to the budget and schedule:

- The project has acquired 40 Pine Street. Offers have been made for several parcels adjacent to the railroad between Broad Street and Baldwin Street, as well as 44 Broad Street.
- Until appraisals of property values and relocation costs are prepared, the total cost of right-of-way acquisition is uncertain.
- The current budget is based on NHDOT information carried forward from 2003.
- Property needed for the project includes parcels that are needed in entirety, as well as parcels where only a portion of the property is needed.
- Most of the full parcel acquisition has been completed. Many partial acquisitions cannot commence until further design development occurs.

- NHDOT and their consulting appraisers are working on appraisals for high priority total acquisitions.

OVERALL PROJECT BUDGET

Following completion of the 2007 Cost Reduction Study an analysis of projected costs led to the conclusion that the cost to complete the project could be \$68.1 million.

Following this analysis, the upper limit of potential City expenditures to complete this project (the difference between cost to complete and available federal funding) was estimated to be \$37.6 million dollars.

As various components of the project continue to be refined, the overall budget is evaluated. Opportunities to reduce overall expenditures continue to be evaluated. However there are still areas where the overall costs cannot be fully evaluated until further coordination and design development occur. These elements include costs associated with mitigating subsurface contamination, relocating utilities, acquiring right-of-way and obtaining necessary permits.

BOILER HOUSE BACKGROUND

Demolition of the Boiler House has been an integral aspect of the Parkway project since preparation of the original 1997 Environmental Impact Statement.

The original four-lane concept, as well as both options for the two-lane concepts called for demolition of this building.

The New Hampshire Department of Historic Resources has reviewed and concurred with the need to demolish this building as part of the project.

Mitigation for this impact includes a survey of the structure and creation of a record of this historic resource.

It is noted that this building is in severely deteriorated condition. There is a significant amount of material containing asbestos inside. There is also the presence of sand that has been contaminated in the past by leaking oil storage tanks. The demolition of this building will include provisions for mitigation of these materials.

Design for the demolition of this building is 90 percent complete. Pending approval by NHDES, NHDOT and FHWA advertisement for construction bids is anticipated in January 2011.

ENVIRONMENTAL MITIGATION

There are several aspects of subsurface contamination for which there are uncertainties with respect to budget and schedule.

This includes subsurface contamination within the Millyard as well as buried asbestos material at several locations within the project area.

Efforts are underway to compile records from NHDOT files to document the extent of past investigation and define the scope of work remaining.

UTILITY AND RAILROAD COORDINATION

This project includes significant impacts to utility and railroad facilities within the project area. Efforts to update previous coordination by NHDOT (performed in 1999 to 2002) have been initiated. All utility owners have been contracted and one-on-one meetings have commenced to discuss implication of the project to the existing utility infrastructure.

PUBLIC MEETINGS

Between June 2007 and August 2010, there were eight public meetings that focused on progress of the Parkway Supplementary Analysis; the Cost Reduction Study; and the ongoing Environmental Re-Evaluation.

These meetings are summarized in an August 12, 2010 memorandum prepared by Nashua Regional Planning Commission (NRPC).

In addition, Mayor Lozeau and Project Manager John Vancor attended the Aldermanic Infrastructure Committee meeting on March 10, 2010 to discuss the acquisition of 40 Pine Street for the project.

Leon Kenison, P.E., Director of Public Works and Stephen Dookran, P.E., City Engineer attended the Aldermanic Infrastructure meeting on May 12, 2010 and discussed several aspects of the project.

The Parkway project has also been discussed at several meetings of the Board of Public Works.

The Aldermanic Infrastructure Committee held a meeting which included a walk of the route of the portion of the project south of the Nashua River on September 25, 2010.

A joint meeting of the Planning and Economic Development Committee and the Business & Industrial Development Authority (BIDA) is scheduled for December 7, 2010. The meeting will focus on redevelopment of the former Mohawk Tannery site.

Project Manager John Vancor attended the Aldermanic Infrastructure Committee meeting on October 13, 2010 to provide an update on several aspects of the project.